

GRAFTON VILLAGE CENTER

This area is recognized by the community as a “real” place with an existing identity and recognized history. It parallels Route 17 but has it’s own “Main Street” - Grafton Drive. The area as shown on the Grafton Development Pattern exhibit, is underdeveloped yet centrally located, has local recognition, and the presence of the proposed new high and middle schools and recently constructed new neighborhoods in this area lends itself to its becoming a viable new center. Public improvements, including sewer and storm drainage, would be necessary to support a higher density mixed-use village.

Several of the obstacles to creating such a Village Center include the lack of sewer and storm water service, although this infrastructure is recommended for Grafton in the County’s utility extension plan entitled *Plan 2000*. Also problematic is the fragmented ownership pattern and the lack of an organization representing the real estate development interests of Grafton. It also illustrates the present arrangements of uses, the degree of underutilization and the low density of these uses. The exhibit Conceptual Development Plan illustrates how a more intensively developed, infill-oriented redevelopment strategy could increase the degree of utilization and density while maintaining and enhancing Grafton as a village. A major thrust necessary to make it a successful village is to ultimately redirect the focus of activity to a pedestrian-oriented Grafton Drive, Grafton’s “Main Street” and de-emphasizing the importance of auto-oriented Route 17.

A concept for Grafton Village is further illustrated on the Conceptual Development Plan exhibit. Key elements of the plan include:

- *The retention and revitalization of existing buildings, residences, and businesses.*
- *Infill and redevelopment of new, complementary structures in a higher density, compact and linear arrangement facing the street, encouraging mixed uses with shared parking provided internally.*
- *The protection and adaptive uses of existing buildings of locally important architectural character such as the old Grafton Voting Place, the Grange Hall, the Wainwright Store and numerous residences.*
- *The insurance that any new construction be sympathetic to, and reflective of the traditional Grafton area architecture which is typified by a Victorian vernacular style, simple in form, light in color, with pitched roofs.*
- *The protection and incorporation of the numerous large specimen trees should be given a high priority in the infill and redevelopment process.*
- *The provision of a centrally located feeder street or alleyway leading to internal and shared parking - public/private arrangement.*

- The provision of necessary supportive infrastructure (street improvements, parking, sewer, water and storm drainage, as well as streetscape improvements) to serve a more compact, higher density community.
- The development of a "Village Green" at the intersection of Amory Lane and Grafton Drive should be a public park enclosed by buildings with a formal walk and trees. This green can function as an informal gathering place, serve a "center" of the community and provide a space for public events. The effort will involve funding, design, land acquisition, development and continuing maintenance.
- The development of gateways as entryways to Grafton Village at the north and south entries, as well as at the intersection with Amory Lane and Route 17. This effort will require land acquisition, design, construction, development and continued maintenance.
- Street and streetscape improvements along Grafton Drive should be supportive of future infill and adaptive use of buildings to create a pedestrian-oriented "Main Street". It is recommended that two lanes of traffic, one lane of parallel parking, a bike lane or path and sidewalks with street trees and pedestrian lighting be provided within the right-of-way (See Prototype E). Appropriate supportive private landscaping and amenities should be encouraged.
- Streetscape improvements from intersection to intersection along Route 17, together with the consolidation or elimination of curb cuts should be provided, coordinated with possible future VDOT highway improvements. The character of Route 17 improvements associated with Grafton should include sidewalks, pedestrian lighting, street trees and landscaping distinctive to Grafton.
- The upgrading of Amory Lane, presently in the design stage, should serve as a central access street connecting the new high and middle schools, Route 17 and Grafton Drive, as well as as a key entrance corridor to Grafton Village. In addition to providing additional traffic lanes, it should be pedestrian-oriented and include bikeways, sidewalks, lighting street trees and landscaping. The inclusion of access to the proposed access drive and pedestrian continuity along Grafton Drive should be given particular attention. Minimum curb radii and pedestrian crosswalks should be provided.
- Pedestrian paths and bicycle lanes connecting with the surrounding neighborhoods and accessible throughout the Village should be incorporated.



ROUTE 17 CORRIDOR
LANDSCAPE MASTER PLAN
CRAFTON VILLAGE CENTER:
Conceptual Development Plan

